

LOUISVILLE EVENING BULLETIN.

VOLUME 6.

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NUMBER 117.

EVENING BULLETIN.

PRINTED AND PUBLISHED BY
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THIRD STREET, BETWEEN JEFFERSON AND GREEN.

SUBSCRIPTION PRICES.—In Advance.—Daily Journal \$10 Country Daily \$8; Tri-Weekly \$6; Weekly \$3; Evening Bulletin \$5, if mailed \$4; Weekly Bulletin \$1.
CLUB PRICES.—In Advance.—5 Country Dailies or Tri-Weeklies for \$25; Weekly—1 copy 2 years \$5; 3 copies 1 year \$6; 5 copies \$12; 15 copies or more \$1 50 each. Weekly Bulletin—11 copies for \$10.

Papers sent by mail are payable in advance.
When the Daily, Country Daily, or Tri-Weekly is to be discontinued (paid in advance at the time subscribed for) the subscriber must order, otherwise it will be continued, at our option, until paid for and stopped, as has been our custom.

If not paid, it must be paid at the time of discontinuance, or at our option, if party is good, it will be sent until paid.
Remittances by mail, in "registered" letters, at our risk.

RATES OF ADVERTISING IN THE LOUISVILLE JOURNAL FOR REGULAR ADVERTISERS.

One square, 10 lines	One square, 10 lines
Do, each additional line	Do, each additional line
Do, one week	Do, one week
Do, two weeks	Do, two weeks
Do, three weeks	Do, three weeks
Do, four weeks	Do, four weeks
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Do, eighteen weeks	Do, eighteen weeks
Do, nineteen weeks	Do, nineteen weeks
Do, twenty weeks	Do, twenty weeks

Each additional square, one-half the above prices.
Advertisements published at intervals—\$1 for first insertion and 50 cents for each subsequent one.
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Advertisements for charitable institutions, fire companies, ward, and other public meetings, and such like, half-price.

Marriages and deaths published as news. Obituaries and funeral invitations as advertisements.

Editorial notices and communications, inserted in editorial columns and intended to promote public interests, 20 cents per line; these only inserted at the discretion of the editors.

No communication will be inserted, unless accompanied by the real name of the author.

Steamboat advertisements—25 cents for first insertion and 12 1/2 cents for each continuance; each change considered a new advertisement. Standing advertisements for regular packets for a season of not over six months, \$15 for one boat, and \$6 for each additional boat.

Advertisements inserted only in the Evening Bulletin will be charged half the above prices; if inserted in Daily Journal and continued, after first insertion, in the Evening Bulletin, one-fourth the above prices.

Advertisements kept on the inside of the Journal are charged an extra price.

ADVERTISING RATES.—In Weekly Journal.—Each square (10 lines or less) first insertion, \$1 00. Each continuance, 50 cents.

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Written notices must be given to take out and stop advertisements of yearly advertisers before the year expires, otherwise we will charge till done.

No contract of yearly advertisements will be discontinued without previous notice to us, nor will any charge be made for less than one year at the yearly rates.

MONDAY, FEBRUARY 16, 1857.

STATE AID TO RAILROADS IN KENTUCKY.—We have heretofore spoken of the importance of State aid to railroads in Kentucky. The interests of all classes of our citizens are to be affected by it. It is not a question of mere local interest. The people of the entire State have an interest in it, although the benefits arising from the adoption of the policy proposed are not to all parties equally direct and palpable. We are impressed with a profound sense of the importance and a sincere conviction of the necessity of this policy. We think it can be demonstrated that ultimately every section of the State will be benefited by the adoption of a liberal policy in reference to our internal improvements. It is a practical question, and in one aspect or other it comes home to every farmer and merchant and mechanic and manufacturer in the State.

Directly or indirectly its decision involves the value of every acre of land and every dollar's worth of our produce. The citizens of Louisville are particularly interested in this matter. To them it is of the first importance that the system of railroads, now commenced and in progress of construction in this State, should be promptly completed. They have voted to these enterprises both money and credit with a liberal hand. They have imposed upon themselves a new burden of taxation. They have paid in cash and bonds more than three millions of dollars toward the construction of the railroads whose termini are in the city and neighborhood. There is a limit beyond which the credit of the city ought not to be extended. The laws which govern a prudent man of business should also in a great measure control the policy of a municipal corporation. Credit in either case when extended too far becomes of little value. It defeats the very object for which it was created.

There are continually presented projects of purely local interest which demand the employment of the means and credit of the city and for which we cannot look elsewhere for aid. We need water-works. We must have also a railroad connection with the coal-fields of our State. These are affairs of local importance and worthy of local support. They are necessarily dependant upon municipal aid, but the Nashville railroad, the railroad to Memphis, and the extension of the Lexington road via Mt. Sterling to the Virginia line, although important and promising great benefits to our city, constitute also a part of the general system of improvements by which the welfare of the whole State will be promoted, and while we need our credit and means for the advancement of works of internal improvement purely of a local character, and at the same time furnish our fair share of support to the projects in which the State at large is interested equally with ourselves, we think the aid of the State should be invoked and it should be promptly extended to the latter class of improvements.

The time has come when the people of Kentucky should unite in establishing a State policy more general in its character, more comprehensive in its scope, and of far greater efficiency in its practical results than that which has hitherto characterized the legislation of the State. We have long enough experimented and relied on municipal and county bonds. Capitalists will not purchase them except at a ruinous discount, and we are, as a people, hazarding the success of our most important railroad connections, both North and South, by our supineness and neglect. If we expect as a people to keep pace with the general progress of the day, we must adopt a policy worthy of the State and worthy of the age. We must place ourselves beside our sister States of the South and Southwest by pushing forward those enterprises which will give us access to the North and to the South at all seasons of the year. To accomplish these important objects we must avail ourselves of the aid of the State so far as this can be done in accordance with the provisions of the constitution.

The Tennessee law on this subject of State aid to railroads is admirably adapted to its purposes. It is at once progressive and conservative. It does

not invite the citizen to squander his money on uncertain and ill-defined projects, nor does it throw out any temptation for that vice of the age—log-rolling legislation. It simply provides that, when there is sufficient enterprise in any portion of the State to complete the grade of a railroad of a given length and pay for it, then the credit of the State will be employed to purchase the iron necessary to put the road in running order, the State retaining first lien on the road to protect her against any possibility of loss.

A modification of this law may be made applicable to our own State. The stringent provision of our State Constitution renders a modification necessary, but a law can be so framed as to extend the aid of the State to all the works of internal improvement now projected or in process of construction in Kentucky without the addition of a single mill to the State taxes. Such a law was introduced at the last session of the Legislature. It was carefully framed after mature consideration by the Committee on Internal Improvement of both houses of the Legislature, but was brought forward too late in the session to receive the consideration necessary for such an important subject. We shall take occasion soon to publish this bill and the accompanying report, and urge upon the people throughout the State to ponder upon the actual benefits to be derived from the adoption by Kentucky of a State policy similar to that which is renovating and invigorating and giving largely increased wealth and energy and intelligence to Georgia and Tennessee and Missouri and Virginia.

Many high hearts will thrill to these sweet thoughts of one of the finest young geniuses in the nation:

(For the Louisville Journal.)

I'VE THOUGHT OF THEE, OH, ALLAN.

BY SALLIE M. HRYAN.

I've thought of thee, oh, Allan, I've thought of thee too.
Of thy young lip's parted crimson and thy blue eye's dreamy light;
Of thy brow's poetic paleness and thy wavy hair's gold glow
And the smile that shed a sweetness such a long, long time ago.

Since I parted with thee, Allan—'tis a weary while to me—
I have worshipped many idols, but found none so loved as thee!
And when bright forms pass before me then I think of one
Whose boyish beauty lingers in my memory's misty light.

I've dreamed we wandered, Allan, through a springtime strangely fair,
And you've twined white half-blown rosebuds, gently twined them in my hair.
Your voice was low and loving as the dying song of birds,
And you've said—no, no, I could not murmur over those sweet words.

To a midnight banquet, Allan, once a youthful stranger came,
Where the lighted chamber echoed with many a cherished name;
When to pledge the loved and absent they raised the rich red wine,
That stranger heard and started, for the name they called was thine.

He had wandered with thee, Allan, he had shared thy grief and mirth,
'Till amid the sweet young violets they laid thee in the earth!
Ah, that young band heard thy story with hushed lips and trembling tears,
For the grave had clasped thee, Allan, in the dream-time of thy years.

The golden sunset, Allan, the sad twilight's purple hue,
And the sweet star-lights sleeping in the midnight's lonely blue—
All, all are yet most lovely—but thou—thou art not here;
Ah, I dream that thou art lonely in the spirit's far-off sphere.

Last night I saw thee, Allan, leaning lovely and alone
In a beautiful dream-palace where a mournful starlight shone;
I heard no word of welcome, I saw no smile to share—
But you raised your blue eyes, Allan, and the love-light still was there.

'Tis a sad, sweet night, oh, Allan, 'tis a night to dream again
Of thee and of thy heaven—but how achingly my heart and brain!
Said I not that they had laid thee where the wildwood violets wave?
Yes, then why these tears when I too shall ere long find a grave?

I have said I loved thee, Allan, on the earth thou wert so fair—
And in heaven, my vanished idol, art thou not still lovely there?
When the angels linger round thee see they not the same sweet smile—
Hear they not the same soft voice that gave music here erewhile?

I've thought of thee, oh, Allan, and the lone lyre, hushed so long,
Calls thy name in mournful murmurs and sighs out a fitful song
To float past all the sad stars to thy heaven and to thee—
Mine own—first—brightest—Allan! oh, I love thee yet—love me!

NEW CASTLE, KY.

SOILS OF KENTUCKY.—We publish to-day the conclusion of Mr. Owen's recent report on soils.—In it will be found a practical application of science to agriculture, by which the farmer is enabled to ascertain exactly what is required and how much it will cost to give to his land any particular kind of productiveness. Every product of the earth takes from it certain quantities of organic and inorganic matter, and unless the substance thus abstracted is in some way returned to the soil the land must necessarily deteriorate and become less productive. By means of such information as this report furnishes, the agriculturist is enabled to know how to alternate his crops or to keep up his land. By proper treatment an old field may be rendered as productive as the richest virgin soil, and in a full knowledge of the mode to be pursued to attain this end lies one of the greatest secrets of successful farming. These reports will be highly prized by every intelligent farmer in the State.

MORMON BOOKS.—A friend has brought us from Utah four Mormon books, which are all, we understand, that have ever been published by that people. These are the Book of Mormon or the Mormon Bible, got up by Joe Smith; the Book of Doctrines and Covenants, purporting to be selected from the revelations of God by Joe Smith; Biographical Sketches of Joe Smith and his Progenitors; by his mother Lucy Smith; and a Voice of Warning, by Parley B. Pratt. We see that much of these volumes is very contemptible stuff, and we presume the whole is.

The vicinity of the Floyd street market place was scene of considerable excitement on Saturday evening, occasioned by the entry of a large German woman into a store who made an onslaught on the wife of the merchant.

STEAMER BALTIC.—It is only once in many years that we are enabled to chronicle the completion of such a steamer as Capt. Meekin's new boat the Baltic. By the almost universal judgment of competent critics in steamboat architecture, the Baltic, in her model, the application of her power, and the completeness of her outfit, has never been excelled. She possesses the rare combination of great capacity as a carrier, with all the outward evidences of great speed, and the certainty of her drawing less water than any other boat of her size and tonnage ever built. Her state rooms are as large and commodious as those of any boat in the Louisville and New Orleans trade, and fully one-half of them are family rooms with double berths below. No expense has been spared in the arrangement and furnishing of her rooms, and her berths are supplied with the finest linens. Her office, her barber shop, and her bar are perfect pictures of neatness and elegance, while her rich carpets, her gorgeous chandeliers, and magnificent furniture produce a combination of comfort and sumptuousness rarely equaled. The after end of her cabin is adorned by an exquisitely beautiful mirror, manufactured by Everts & Murtou, expressly for her, and D. P. Faulds has furnished her with a magnificent piano of the finest tone. There is no portion of her outfit from the lower saloon to the pilot-house that has not been prepared under the inspection of her vigilant commander.

She has one of the neatest and most pleasant apartments under her ladies' cabin for children and servants that we have ever seen, and back of the ladies' cabin a hall.

The arrangements for the accommodation of stock of every description are completed in a manner that shows Capt. Meekin to be an experienced boatman and to have devoted his knowledge to the comfort and safety of the trading community. No man with stock to ship need look for any convenience or facility superior to those afforded by the Baltic. She is, in short, beautiful in appearance, sumptuous in her furnishings, convenient in her arrangements, and destined to take a high rank among the first passenger packets in the trade.

The Baltic is 250 feet long, 33 feet floor, and 37 feet beam, with 7 feet hold. She has 5 boilers 40 inches in diameter and 28 feet long. Her cylinders are 26 1/4 inches in diameter with 9 feet stroke, and her wheels 34 feet in diameter, with a 13 feet bucket.

Her hull was built by Dorman & Humphreys, which is, at once, the best guaranty of its strength and durability; her engines by the popular firm of Telford & Co.; her cabin by Hipple, Smith, & Co.; her crockery from J. J. Brown; her carpets from Hurlbut & Mann; curtains from Hite & Small; and furniture from Scott & Brinley. The beautiful glass staining was done by Mr. Porter.

Capt. Meekin is her commander. He is at home on the hurricane deck and in the parlor, an experienced and careful officer, and noted for his great kindness.

The Baltic's clerk is Geo. P. Jouett, Esq., formerly of the Shottwell. Mr. J. is a true son of Kentucky. His fine business capacity, genial spirit, and accomplished manners have fitted him for almost every class of society, and he well deserves the title of "a gentleman and a scholar."

Mr. Jouett's brother, Mat. H., is his assistant, and the forebodes to follow in the footsteps of his illustrious senior.

The Baltic will leave for New Orleans to-morrow evening from Portland.

AN INTERESTING AND MOURNFUL COINCIDENCE.
We mentioned a few days since in our notice of the theatrical performance of the previous evening, that the part enacted by Mr. Lorraine in the play of Belshazzar was accompanied in that instance by circumstances of a peculiarly interesting character. In the drama the principal character represented on that occasion by Mr. L. was an actor who had quit home for the purpose of playing in distant cities during his absence. While absent he received intelligence of the death of his wife—a piece of news that naturally startled and shocked his sensitive nature. This was the especial and turning point in the play.

Now it so happened that on the very evening on which Mr. Lorraine appeared in this part, he received a letter from England, which he had left but a few weeks previous, informing him of the decease of his wife. This was a terrible blow upon the talented and sensitive actor, and for the time he was almost overwhelmed with the suddenness of the afflictive dispensation. Nerving himself as best he might, with true manliness he confronted the Providential affliction, and in the play acted with more than usual energy and character. The drama was indeed but a counterpart of his own life—though none who witnessed the intensity of his feeling on that occasion were able to predicate any opinion as to the source of his evident inspiration.

Mr. Lorraine has our heartiest condolence in this sad bereavement.

NOVEL PUNISHMENT.—The police of Mobile a few days since resorted to a very novel method of inflicting punishment upon suspected felons which Chief Kirkpatrick might adopt with effect in our city. Three very decent looking men were paraded about the prominent streets and into the chief saloons, while upon their backs and breasts were placards inscribed in large letters with the word "THIEF."

The evidence against them was not sufficient to convict them of a penitentiary offense, yet enough to convince the authorities that they were rogues. The special object of this exhibition was to inform the citizens that the persons thus honored would bear close watching, and thus to put them on their guard against them.

DEATH OF AN OLD CITIZEN.—Mr. Francis McHarry, one of the oldest and best known citizens of this vicinity, died at his residence in Shippingport last night. He came to this city a number of years ago, and was engaged in the construction of the Portland canal. Afterwards, he was for a long time, the superintendent of that public work. Mr. McHarry was an extensive manufacturer of flour, lime, and cement, being proprietor of the celebrated Tarsan mills. He leaves a wife and family, to whom he was most faithfully and devotedly attached.

Patents have been recently issued to Julia M. Milligan, of New Albany, for improved abdominal supporter, and to G. R. McIlroy, of Covington, for improved fence adaptable to uneven ground.

RIVER AND STEAMBOAT MATTERS.

The river has been falling very rapidly since Saturday, and last evening there were not more than 6 feet 9 inches water on the falls. Yesterday it was entirely clear of ice. The weather has been very pleasant with indications of rain.

The Cumberland was falling on Friday evening with 7 1/2 feet water on the shoals.

Two Coalboats Sunk on the Falls.—Two boats, one containing 14,000 and the other 13,000 bushels of Pittsburgh coal were sunk on the falls yesterday. One of them belonged to Mr. Lintner, Jr., of this city, and the other to Mr. Sam. Block, of Pittsburgh. They were in charge of a Jeffersonville falls pilot and not insured. Some of Mr. Lintner's coal will be saved, but the other boat will be a total loss.

For Memphis.—The splendid steamer Northern is the packet for Memphis to-day. She has fine accommodations. The N. is at the city wharf. Her attentive officers have our thanks for favors.

New Boat.—The Minnehaha, a splendid new boat built at Cincinnati, arrived from that port yesterday. She went directly over the falls and will leave for New Orleans this evening. Capt. Baker is her commander and Mr. Ed. Woolfolk is her clerk.

Another new boat called the W. A. Andrew arrived from Madison last evening. She is intended for the Missouri river trade. She will be furnished here—Messrs. Hite & Small contributing the carpets, curtains, and linens, Mr. Wing the upholstery, and Mr. Simm the furniture. She is commanded by Capt. Cooper.

The Telegraph No. 3 leaves for Cincinnati to-day and the Statesman for St. Louis.

The Rainbow arrived yesterday with a large cargo, which she discharged at Portland. She was to come over the falls last night.

We see from the New Orleans papers that Capt. Broadwell has withdrawn the Eclipse from the Vicksburg trade and that he will run in the Louisville trade. She was to have left on her first trip to Louisville on Wednesday last.

Capt. Welton, of St. Louis, has purchased the steamer New Lucy for \$16,000 for the Missouri river trade.

We learn from the Evansville Enquirer that a flatboat belonging to Bonham, Gilbertson, & Co., of Wheeling, Va., and loaded with paper, was sunk by the ice on morning of the 4th inst., a little above Rockport. She was lying at the shore where she had been frozen up for some time, and the ice broke away very gently from about her, leaving her perfectly free; but a large body of ice came down soon after, from a gorge above, reaching clear across the river, and smashed her up. The loss will be about \$3,000.

The Ben Franklin is expected up this morning. She is advertised to leave for New Orleans this evening.

The St. Louis Democrat, of Friday, says:
A Locomotive Assisting a Steamboat.—It sounds very strange, but 'tis true. The cause of the Keystone's delay in arriving at the wharf yesterday, was this—immediately on backing out from the shore and into a kind of a bay, in the bend of the river, her bow lodged upon a pile of stones. A locomotive was upon track, which skirts the shore of this place, and, owing to the high water, was in quite close proximity to the steamer. A line was conducted from the latter to the former, and the novel sight was exhibited to a number of delighted spectators, of a locomotive starting off with a boat in tow. The Keystone was easily pulled around and went on her way.

Steamboat Collision.—The Mobile Tribune, of the 6th inst., says:

The steamboat P. C. Wallis was run into by the steamboat Alice Vivian, at James's Bluff, on Tuesday last, and considerably damaged. Several beams and stanchions on the starboard side were broken, and considerable other injury done.

SWEETS TO THE SWEET.—The sugar cane expedition authorized by the last Congress has arrived at New Orleans from the tropics with its improved species of canes, with which it intends beating a new description of saccharine matter into the heads and soil of our Southern planters. The Release, under charge of Lieut. Simms, who was with Dr. Kane in the Arctic expedition, sailed from New York on the 7th of November, 1856, and arrived at Demarara on the 26th of that month.

At this place she took on board over four hundred boxes of the Labba cane variety, besides plantains, bananas, eddies, and buck yam roots.

From Demarara, the Release proceeded to Laguayra. No cane of note grows at this place, but it is the nearest port to Caracas, where the directions of the Patent Office ordered cane to be cut. The difficulty of transporting the cuttings from Caracas to Laguayra may be estimated from the fact that the city of Caracas lies 5,000 feet above the level of the sea. The variety selected at Caracas is the purple or red species. About five hundred boxes were taken aboard at Laguayra.

It is stated that the cane selected and brought home will be admirably adapted to the climate and soil of Louisiana. We hope so, considering that our coffee has now-a-days a metallic flavor, produced by the large amount of silver necessary to its purchase.

FIRE.—Yesterday morning there was an alarm of fire about 11 o'clock that proceeded from the house of Mr. Sam. K. Page, on Walnut street, between First and Second. The house caught fire, it is supposed, from a quantity of burning shot falling on the roof. The flames were speedily extinguished, the firemen arriving promptly, and a large concourse of citizens having deserted the neighboring churches.

STOLEN GOODS.—A man named Peter Cleary was arrested yesterday and lodged in jail, the officers suspecting him to be a felon. In his possession were found three bolts of brown mixed casinet and an overcoat. Any one having lost property of this description can call on Mr. Thomas at the prison and examine the goods.

SHOOTING AFFRAY.—Late Saturday night a man named Diser made a noisy and formidably demonstration on Kulp's coffee-house, at the corner of Brook and Main streets, being anxious to procure a drink. The proprietor refused him admission and besides fired three shot into his face, just underneath the eye.

EMANCIPATION IN MISSOURI.—On Thursday, in the Missouri Legislature, the resolution from the Senate declaring emancipation "impracticable, inexpedient, and unwise," came up for action in the House, and was passed—yeas 107, nays 9. The St. Louis representatives voted in the negative.

MURDER IN MEMPHIS.—On the night of the 9th inst., the dead body of W. A. Tanner, salesman in the house of Caudes, Mix, & Co. was found lying across the track of the Memphis and Charleston Railroad, being placed in a position to convey the impression had the cars passed over it that such was the cause of his death. When found, life was not quite extinct, but the victim could not speak. The blow which caused his death, it is supposed, was inflicted with a slung-shot or bludgeon. The blood was running out of Mr. Tanner's mouth, nose, and ears, when discovered. The dead body was taken to the house of his mother, with whom he resided. Mr. T. was an exemplary member of the Cumberland Presbyterian Church. He was about twenty-five years of age, and it was not known that he had a single enemy in the world. A man and negro were arrested suspected of the murder.

We were shown a few days ago a most beautiful design for a monument in honor of Kentucky's greatest statesman, Henry Clay. The design is by Mr. Thos. D. Jones, an American sculptor of great talent and acquisitions. It is remarkable for bold originality. It is peculiarly American and appropriate for Kentucky and for Henry Clay. The allegorical figures are beautiful and poetical. Mr. Jones has been spending a few days in Louisville at the invitation of some friends of Mr. Clay, who are very desirous that this beautiful design should be adopted for a national monument to the great patriot of Ashland. We understand that Mr. J. will return to our city in a short time, when the design will be placed on exhibition at the wareroom of Everts & Murtou.

TERRIBLE EXPLOSION IN BUFFALO.—SEVEN MEN KILLED.—We learn by telegraph from Buffalo that a boiler connected with the machinery used to drive pumps on T. D. Barton's section of canal enlargement, near Black Rock dam, exploded about one o'clock Thursday afternoon, totally demolishing the building in which it was enclosed, instantly killing John Stoughton, engineer, John Redir, foreman, and five laborers who were working in the canal near the building, and seriously injuring several others. The explosion was terrific, tearing the boiler into shreds and scattering the pieces in every direction. The windows and doors in the vicinity were completely demolished from the concussion and flying fragments.

LARGE HAUL OF MONEY AND VALUABLES.—On Friday last, in Cincinnati, an officer was called into a house on Sixth street, near Broadway, where he found two men, one of them just from New Orleans, fighting like tigers. He took them to the Hammond street station house, and on one of them was found \$500 in gold—on the other \$10 in good paper and over \$2,000 of notes of the Bank of Vicksburg, Mississippi, of the denomination of \$20 and \$50. The bills are from genuine plates, but are not filled up. A quantity of valuables were also found. Twenty silver spoons, gold spectacles, watches, watch cases, breast-pins, gold studs, gold rings, &c.

POST OFFICE AT DUBUQUE CRUSHED.—Two Persons Killed.—On Friday afternoon, about 3 o'clock, the roof of the new four story building at Dubuque, in which the post office had lately been located, fell in, on account of the weight of snow upon it. The back wall fell on a small frame house adjoining, and crushed it, killing two persons, an old man and his wife. The floors in the upper stories of the building were crushed in, but, fortunately, the second story floor remained firm, and protected the inmates of the post office. One clerk was slightly injured. This building was one of the finest in Dubuque.

Attempts have been made in the Indiana Legislature to abolish corporal punishment in the State prison at Jeffersonville and substitute therefor the shower-bath or solitary confinement. It was finally resolved that the mode of punishment be left discretionary with the superintendent of the penitentiary.

SALES OF KENTUCKY BANK STOCK.—At the Philadelphia Stock Board, on Tuesday, 45 shares Northern Bank of Kentucky, shown, sold at 113; 18 shares Bank of Kentucky at 109, and 2 shares Farmers' Bank of Kentucky at 107.

LOUISVILLE AND PORTLAND CANAL.—The engineer of the Louisville and Portland canal has handed us the following copy of a letter recently addressed by him to the Secretary of the Treasury. It is a full answer to a very frequent objection made to the only rational plan of improving the navigation at the falls of the Ohio:

WASHINGTON, D. C., Jan. 26, '57.

Hon. James Guthrie, Secretary of the Treasury:

Sir: I have the honor to submit herewith a sketch of the Louisville and Portland Canal, exhibiting the proposed addition to its width, with the following remarks in relation to the process which I propose to adopt for increasing the width to 100 feet, without interrupting the use of the canal during the progress of the work of enlargement. The excavation for the canal now in use, except for a short distance at its head, where it was comparatively light, was thirty feet deep; of which, on an average, at the bottom of the cut, about 7 feet was rock.

Forty-thirds of its length on the north, and three-fifths of its length on the south side of the canal, there are vertical side walls. These walls are sixty-four feet apart. They are not built up from the bottom of the canal, but are founded on the surface of the rock met with in excavating the canal; these side walls rise three feet above the highest stage of the river which the canal is used.

I propose to make the additional width of thirty-six feet of the same depth of the present canal, which will require an excavation over that much surface throughout the entire length of the canal. That excavation I have ascertained will be through earth readily removed for twenty-three feet deep, leaving the remaining seven feet to be excavated through rock.

The additional width will be on the south side of the canal, and will be laid off from the interior face of the present south wall. This will make the south wall of the enlarged canal, when finished, parallel to and thirty-six feet from the present wall.

I propose to commence the work of excavation on the line which will be occupied by the south wall of the enlarged canal, and to proceed with it throughout the entire length of the canal in convenient sections, both as to length and width, to within such distance from the present south wall as will leave an embankment of sufficient strength to resist any pressure from the water of the present canal. This will leave but a narrow strip to remove in order to complete the enlargement, and may be done by taking advantage of a period of low water in the river, without interrupting in the slightest degree the navigation of the present canal around the falls.

Very respectfully, your ob't servant.

Wheat Crop.—The severity of the winter now drawing to a close, has operated unfavorably on the wheat. Farmers in Morgan and Sangamon, and other counties in Illinois, report the wheat killed in many fields, in others badly damaged. They do not anticipate half a crop. We hear similar reports from Marion county, Missouri.—St. Louis Rep.

The Wheat.—This crop, we are assured, has not presented a more sorrowful appearance for years. The continued severity and unfavorableness of the winter have injured it, we fear, very materially; though a propitious season to the time of its ripening, may, perchance, produce an average yield.

Edison Bunker.

EVENING BULLETIN.

A man named John Feeny, formerly of this city, was killed in Hop-pole Row, Cincinnati, on Friday night, by Wm. Gregory, the mate of the steamer Delta. The parties had a dispute at a card table.

LARGE FIRE IN NEW YORK—Two Lives Lost. On Thursday morning, the 10th inst., a fire broke out in the sixth story of the largest and most fashionable furniture manufacturing establishment in New York, situated on Bleeker street. A portion of the building was occupied by Mr. Bosch, one of the proprietors, as a residence. The smoke penetrating the family rooms awoke a Miss Barker, who alarmed Mr. and Mrs. Bosch and the children.

The account says: Mr. Bosch dressed himself, and Mrs. Bosch put on a part of her clothing. Mr. Bosch, in order to ascertain the whereabouts of the fire, took a lantern and a bucket of water, supposing he could extinguish it. From the front building he proceeded through the thick smoke, until he reached the fifth floor of the rear building, and Mrs. Bosch followed close after him; and Mary Barker followed not far distant. A ring was heard at the street door bell, and Mary turned to go down, when the smoke extinguished her light. She then heard Mrs. Bosch calling out to her husband by the familiar term of "Daddy! oh daddy! where are you?" Her voice then sounded like one half suffocating. A faint reply was heard from Mr. Bosch, in a similar condition. Mary Barker ran down stairs in a half-stiff state, opened the street door and let in firemen and others to assist. She told them Mr. and Mrs. Bosch were up stairs, and they hurried up in search; but by that time the smoke became so dense that to exist on the upper floors was impossible. All the rest of the family and occupants managed to escape, but, terrible to relate, nothing has been seen of Mr. and Mrs. Bosch, and they have undoubtedly perished.

The following new regulations adopted by the Jeffersonville and Louisville Ferry Company have been handed us for publication:

INSTRUCTIONS TO THE SUPERINTENDENT OF THE JEFFERSONVILLE AND LOUISVILLE FERRY.

1st. The boats to be run at all times with fair speed, and in case of an excess of business they are to push, and make their trips as quick as possible.

2d. The boats are not to stop at the landings more than five minutes, or no longer than it may be necessary to do their business by the prompt dispatch and energy, unless detained by unavoidable causes.

3d. It shall be the duty of the collectors to see that the boats are brought to the landings as soon as practicable, and the aprons lowered down to enable passengers, vehicles, etc., to pass off and on the boats with facility and dispatch, and to give all the assistance they can to accomplish this object.

4th. The collectors shall strictly attend to the starting of the boats from each landing, so that the time between the running of the boats will be as nearly equal as possible, and they shall also attend to the clearing of the boats on the boats so as to facilitate their getting on and off, and to make them safe thereby, and to see that the cabins and passenger decks are kept clean.

5th. That in case of any excess of business requiring another boat, it shall be the duty of the Superintendent to have one started as soon as practicable, that the business may at all times be done with facility and dispatch.

IMPORTATION OF IRON.—The following table exhibits the amount of iron imported into the United States during the fiscal year ending June 30, 1886:

	Tons.	Value.
Bar iron.....	108,172.45	\$5,352,785
Rod.....	9,691	\$252,523
Hoops.....	5,903.40	\$45,094
Sheet.....	14,012.23	\$14,842
Scrap iron.....	12,388.45	\$185,112
Pig iron.....	59,011.95	\$1,171,085
Railroad iron.....	155,495.80	6,179,280
	364,675.28	\$14,526,221

HORRIBLE MURDER IN NEW ORLEANS.—Wife Murdered by her Husband.—The New Orleans Crescent of Monday has the following account of a terrible tragedy in that city:

A most horrible murder was perpetrated on Saturday night. Justus Metthe, a German, without any conceivable cause, beat out his wife's brains with an axe. Metthe remained at home all day Saturday, but behaved himself rationally, so far as was known. His wife went to the foundry where he had been working, and got his wages for him. It is not known that there was anything wrong, or any unpleasantness between them in the evening. At 8 o'clock, a fellow-workman of Metthe's, named Charles McCauley, who resided in a cabin opening on the yard adjacent to Metthe's, overheard some loud and angry words, and heard Metthe tell his wife that he intended to cut off somebody's head. Listening further, he found that the threat had reference to himself and wife. He became alarmed, and after an interval, during which Metthe became quiet, he went and rapped at his door, and called him by name several times; but he received no answer. Being still alarmed, he started after him, and as he was going out at the gate, he heard the sound of violent blows issuing from Metthe's room. A policeman being near, went with him; but their rap at the door were of no avail. Hearing unusual sounds in the room, they went after more policemen, and returned with three or four. The whole party then commenced forcing the door, and when it was opened, they found a violent chopping inside, as with an axe, now on the floor, and then on the door which they were forcing. Finally they got it open, and Metthe came at them with his axe. It required the whole force to arrest him. Mrs. Metthe was lying on the floor, in her night clothes, with the top of her head beaten in, and her brains scattered about the room in a most shocking manner, besides which the floor and doors were all splintered by the chopping with the axe. On being taken to the guard-house, Metthe was asked what he killed his wife for. His reply was that no body knew the cause better than he. They had three children, girls, aged twelve, ten, and eight years respectively, who were asleep in another room when the tragedy took place. When they awoke, they found when they went to bed they bid their parents good night, according to their custom, and left them their mother kneeling down for baking, and their father walking quietly up and down the hall.

The coroner's verdict was, that Metthe had killed his wife by blows on the head with an axe. Four chops were distinctly made on the same, and the cause given could not be arrived at. Mrs. Metthe was forty years of age, and a native of Germany.

INDIANA LEGISLATURE.

THURSDAY, Feb. 12. Senate.—The Senate bill to amend the act to enforce the 13th article of the constitution, which relates to the immigration of negroes into the State, being on its third reading, was lost—18 Senators voting for it.

The bill contained the following section: "Sec. — Any negro or mulatto who shall be known to use his ordinary powers of locomotion, so as to transfer himself from one place to another within this State, without the consent of the nearest slaveholder, either in principle or practice, within or without the State, he, the said negro or mulatto, shall, without trial or delay, be hung by the neck, to the nearest tree, until he is stone dead."

House bill, empowering incorporated cities and towns to annex contiguous towns or cities under a common charter was read a second time, and, on motion of Mr. Drew, the rules were suspended, the bill was read a third time, and passed.

The bill, to amend the act in relation to corporations so as to allow of the formation of ferry companies, was read a second time, and, on motion, the bill was read a third time and passed.

House.—Bills passed.—To authorize the issuing of executions in cases where an appeal has been taken but not perfected.

To regulate the running of railroad trains across other roads.—Ayes 75; Nays 8.

The bill to amend the 9th section of the act relative to fees of officers, so as to prevent the County Treasurer from receiving his per centage on the County and State revenues separate, but the per centage to be governed by the aggregate amount of all taxes, was read a third time and passed.—Ayes 73; Nays 12.

A joint resolution declaring it unconstitutional and inexpedient for the State to take back the Wabash and Erie Canal was passed. Ayes 80—noes 0.

The bill allowing the indebtedness of the taxpayer to be deducted from his personal property, moneys on hand or at interest, &c., was lost on its third reading. Ayes 29—noes 64.

The bill relative to the formation of joint stock companies was read a third time and recommended with instructions to allow a member to withdraw from it, with his stock, at any time, and to prevent the corporation from issuing notes to circulate as money.

MARRIED.

On Tuesday, the 10th inst., by the Rev. H. M. Denison, Mr. C. E. CROOKWELL to Miss EMELINE FORBETH, both of this city.

ARRIVAL OF THE STEAMER EUROPA.

HALIFAX, Feb. 14. The steamship Europa, from Liverpool, arrived this forenoon, with dates to the 31st ult.

The papers furnish a confirmation of the last news from Canton. It is rumored that the American difficulty has been settled by an apology from the Chinese authorities. The reported peace with Persia has not been confirmed.

A dispatch from Constantinople dated January 19, announces that the British steamers had evacuated the Isle of Serpents.

With regard to the Persian submission, Lord Stratford de Redcliffe telegraphs that Persia submits general grounds, and not because of the capture of Bershire. The details of the capture of the latter place had been received at Bombay.

The British ships arrived off Bershire on the 29th November, and after some correspondence, sent ashore a copy of the declaration of war. On the next day, Dec. 4, the British took possession of the Island of Kanark without opposition. On the 8th, troops were landed near Bershire. The next day two brigades advanced along the coast toward the town, the ships meanwhile shelling the fort, the garrison of which was soon dislodged, and 600 of whom took up a new position to oppose the British advance. After some preliminary skirmishing, the British drove the enemy back upon the fort, from whence they made attempts to escape, but their retreat was prevented by the British rifles and cavalry, the rifles being stationed to the seaward and the cavalry landward.

The enemy were not Persians, but Arabs. They lost three chiefs and a large number of men. The British loss was 35.

Bershire was then summoned to surrender, but refused. The bombardment then recommenced, and continued four hours, when the city surrendered, and Getemear, the commander of the fleet, and an officer reported to be Minister of War, were made prisoners.

Liverpool, Jan. 30.—The Broker's circular quotes cotton market for the week as having opened firm, but fell off at the close, though quotations were unchanged and prices stiffer. Holders offer freely, but manifest no disposition to press their stocks upon the market. The stock of cotton in port is 295,000 bales, including 191,000 American. Quotations are: Fair Orleans 8d, middling 7 1/2-16d; fair upland 7 3/4d, middling 7 1/2.

Manchester markets continue quiet.

Harre, January 29.—New Orleans tres ordinaire 109f.

Breadstuffs.—Market continues steady. Wheat quiet; holders offer freely, but do not press their stocks upon the market. Flour inactive, but slightly dearer, and holders ask an advance. Corn is in improved demand.

Provision market generally steady. Old beef dull, but new wanted. Pork dull, sales unimportant. In bacon business, the market is small, but prices firm. Lard 68 1/2-69 1/2.

Produce market.—Sugar active at an advance of 6d to 1s. All qualities of rice have slightly declined; sales at 21 1/2-22 1/2. Freight inactive. Common and fine rosin steady. In turpentine and American tar nothing doing. In pot and pearl ashes sales unimportant. Quercitron bark slightly cheaper. Linseed oil in improved demand. Molasses quiet. Common Congore and green teas advanced considerably. Market unsettled but active. Coffee also active, and middling and lower qualities are improved.

London Money Market, Jan. 30.—Money out of doors and in bank active at full rates. Demand on the bank heavy. Stock of bullion dear and steady. No speedy prospect of the stringency being relieved. American stocks firm. Consols for money 93 1/2.

Baring Brothers quote iron quiet but steady. Breadstuffs quiet. Coffee slightly dearer. Sales of molasses have been unimportant. Rice active, and market slightly cheaper. Sugar firm, and all qualities slightly advanced. Lard inactive. Linseed oil firm. Linseed cakes active.

THIRTY-FOURTH CONGRESS—SECOND SESSION.

Saturday's Proceedings.

WASHINGTON, Feb. 14.

Senate.—On motion of Mr. Weller, the Senate proceeded to the consideration of the House bill for the construction of a wagon road from Kansas via South pass of the Rocky Mountains and Great Salt Lake Valley to the eastern portion of California; which finally passed.

On motion of Mr. Toombs, the Senate took up the Minnesota land bill introduced the other day by him in compliance with the memorial of Gen. Shields and others.

Mr. Biggs, as a representative of one of the old States, entered his protest against this method of disposing of the public domain.

Mr. Foot thought it was too late in the day, after the numerous grants of this kind, to raise such an objection.

Mr. Stuart explained that the quantity of land granted by the bill is 1,300,000 acres—much less than some States had secured.

The bill then passed by the following vote:

Yeas—Allen, Bell of Tenn., Benjamin, Brown, Cass, Crittenden, Dodge, Douglas, Durkee, Fish, Fitch, Foot, Foster, Geyer, Green, Iverson, James, Johnson, Jones of Tenn., Mallory, Nourse, Pearce, Rusk, Sebastian, Seward, Stewart, Trumbull, Wade, Weller, Wilson, and Yulee—32.

Nays—Biggs, Bigler, Brodhead, Clay, Evans, Hunter, Mason, Pugh, and Reid—9.

The bill grants lands to Minnesota for the purpose of aiding in the construction of railroads from Stillwater by way of St. Paul's and St. Anthony to the foot of Bay Stone Lake and mouth of Sioux Wood river, with a branch via St. Cloud and Crow Wing to navigable waters of Red River of the North, at such point as the Legislature of the Territory may determine; from St. Paul's and from St. Anthony via Minneapolis to a convenient point of junction west of the Mississippi to southern boundary of the Territory, in the direction of the mouth of the Big Sioux river, with a branch to the north line of the State of Iowa; from Minnola via St. Peter's to a point on the Bay Sioux river, south of the 48th parallel of north latitude; also, from La Crescent via Target Lake up the valley of Root river to a point of junction with the last mentioned road, east of range 17. The lands to be selected in alternate sections.

Mr. Seward moved to take up a bill reported by him from the committee on commerce to amend the tariff act of 1846, making it lawful for the owner, consignee, or agent of the imports which have been actually purchased or procured otherwise than by purchase or entry, the same to make such addition in entry to cost or value given in invoice as, in his opinion, may raise the same to the market value of such imports in the principal markets of the country whence importations shall have been made, and to add thereto all costs and charges which under existing laws would form part of the true value at the port where the same may be entered and upon which the duties should be assessed. It is made the duty of the collector the within district the same may be reported or entered to cause the dutiable value of such imports to be appraised, estimated, and ascertained in accordance with the provisions of existing laws, and if the appraised value thereof shall exceed by ten per centum or more the value so declared on entry, then, in addition to the duty imposed by law on the same, there shall be levied, collected, and paid a duty of twenty per centum *ad valorem* on such appraised value; provided, nevertheless, that under no circumstances shall the duty be assessed upon an amount less than the invoice or entered value, any law of Congress to the contrary notwithstanding.

Mr. Hunter was not yet prepared to consider the bill.

Mr. Toombs said it was a necessary measure and ought to be passed without delay.

Mr. Hunter was disposed to take it up on Monday.

Adjourned.

House.—The Speaker laid before the House a communication from the Secretary of War, recommending an appropriation of \$10,000 for instituting a series of researches for the more effectually manufacturing nitre.

The House then proceeded to the consideration of private bills.

The House went into committee of the whole on the tariff bill.

Mr. Smith of Virginia opposed a protective policy, and argued against taking the duty off wool.

Mr. Garrett advocated a reduction of the receipts of customs to an economical expenditure, and insisted if any change were made in the tariff it should

be favorable to free trade, and not for protection, as the bill provides.

Mr. Washburne of Illinois spoke in favor of the tariff.

Mr. Horton of Ohio supported the bill reported by a majority of the committee of Ways and Means. Adjourned.

NEW ORLEANS, Feb. 13.

Dates from Tampico to the 2d are received. Business is completely stagnant. Garga's outposts are in sight of the city. The arrival of Gen. Moreno, the new Governor, is anxiously looked for by the citizens.

The steamer Black Warrior is aground near the Balise. Her papers and mails are not yet up. Two boats are assisting.

NEW ORLEANS, Feb. 14.

The Black Warrior is still aground. Her passengers have arrived, but neither papers nor mails.

Second Dispatch.—The Black Warrior is afloat and coming up.

The steamer Philadelphia with the California mails is not yet telegraphed.

WASHINGTON, Feb. 14.

The investigation committee have received information that the witnesses from Western New York, for whom they have been waiting, will be here by Monday next. If so they will be examined on that day and the report will probably be made on Tuesday or Wednesday.

NEW YORK, Feb. 14.

The coroner's jury in the case of the murder of Dr. Burdell will render their verdict this afternoon. Young Snodgrass has been recognized as having purchased the dagger the day before the murder, and has been committed as one of the principals.

CINCINNATI, Feb. 14, P. M.

The river is falling rapidly; it has fallen 3 feet since morning. Weather murky and warm, with indications of rain.

GEOLOGICAL REPORT

IN RELATION TO THE SOILS OF KENTUCKY.

[CONCLUDED.]

In the same region of Jefferson county a soil was collected from a field which had been 25 to 30 years in cultivation; also samples of the immediate subsoil and red under-clay, which almost universally underlies these lands at the depth of a few feet.

The following is the comparative analysis of the virgin soil of Jefferson (b), while (a) is of the soil from the adjacent field long in cultivation:

	a.	b.
Organic and volatile matter.....	7.996	4.506
Alumina, oxide of iron and manganese.....	7.480	6.204
Carbonate of lime.....	.394	.316
Magnesia.....	.240	.200
Phosphoric acid.....	.095	.191
Sulphuric acid.....	.082	.067
Potash.....	.200	.158
Soda.....	.043	.070
Sand and insoluble silicates.....	83.134	88.318
Loss.....	0.226	0.000

100.000 100.066

It appears from the above that there has been carried off from this field, by the succession of crops harvested, assimilation by stock, filtering and washing, a part of every fertilizing ingredient except soda, in the following proportions in 100 parts:

Organic and volatile matters.....	3.490
Alumina, oxide of iron and manganese.....	1.240
Carbonate of lime.....	.078
Magnesia.....	.040
Phosphoric acid.....	.040
Sulphuric acid.....	.015
Potash.....	.042

Total.....4.919

This, calculated for one acre, six inches deep gives:

45607 lbs of organic and volatile matter.
16204 lbs of alumina, oxide of iron and manganese.
1019 lbs of carbonate of lime.
522 lbs of magnesia.
182 lbs of phosphoric acid.
196 lbs of sulphuric acid.
548 lbs of potash.

64378 lbs total.

Here then we have the amount in pounds which would be required to be restored to each acre of this field to bring it back to its original fertility, provided the influence of cultivation has only extended to the depth of six inches; but these amounts would require to be doubled, if the exhausting influence has extended to one foot.

In Europe, where the different kinds of manure, both organic and inorganic, have a commercial value, the

45607 lbs of organic and volatile matter would be worth.....\$28 50
16204 lbs of alumina, oxide of iron, and manganese would be worth only what it might cost to restore it, either by means of the subsoil plow or the cost of hauling it on to the land, if beyond the reach of the subsoil plow.

1019 lbs of carbonate of lime, worth.....63
522 lbs of magnesia, worth.....25
182 lbs of phosphoric acid, worth.....1 82
196 lbs of sulphuric acid, worth.....24
548 lbs of potash, worth.....8 22

64378 lbs.....\$39 66

The importance of the information conveyed by these results is most manifest.

By far the most expensive part of the above ingredients, if required to be purchased and hauled on the ground, would be the organic constituents; but fortunately there are other more economical sources of reclaiming the lost humus of a soil.

The most abundant proximate principle of humus is vegetable fibre, which, by decay, yields chiefly carbonic acid and the elements of water. It is by supplying these to plants that it is mainly efficacious in agriculture. Fortunately there is an inexhaustible store of these principles in our atmosphere, and the farmer has the power, if he knows how, to appropriate them to his use from that source, without seeking further. Strange as it may at first sound, land can be manured from the atmosphere; that is, it can receive from it the fertilizing elements of the organic constituents of manures. But this must be effected through the intervention of the mineral, inorganic or fixed constituents of the soil; that is, those earthy principles which cannot be burnt off by fire and are, therefore, found in the ashes of plants—such as the phosphoric and sulphuric acids, lime, clay, and alkalies—for which an abundant supply of these and ammonia a luxuriant growth of leaves and roots overspread and penetrate the ground, having, during their growth, fixed a very large proportion of their weight and substance out of the atmosphere; it is upon this principle that the improvement of land by green cropping is based, which, when turned in, passes rapidly into a state of decay, furnishes in this way an immediately available and abundant supply of carbonic acid oxygen and hydrogen in the proportions in which they exist in water. But these substances can moreover be condensed out of the atmosphere by good tillage, for the more porous and loose a soil is the more it is penetrated by air and rain water, in which more or less carbonic acid is always condensed. Thus, if the farmer takes care that his land is sufficiently supplied with these inorganic constituents above mentioned and a certain amount of the nitrogenous principles, he need not go to much expense in hauling the humus or its equivalent substances, mainly consisting of woody fibre, as the atmosphere has always a liberal supply on hand. Indeed the nitrogenous principles can also be obtained to a considerable extent from the same source; since there are abundant emanations continually volatilizing ammonia and carbonate of ammonia into the air, which are returned to the earth by every shower of rain or fall of snow, besides what is absorbed by a porous, well tilled soil, particularly if that soil has a notable quantity of clay and peroxide of iron.

Seeing then whence the organic and volatile matters of the soil may be derived, the next inquiry which presents itself in connection with the comparative analysis of the soil just given is, whether any or all of the removed inorganic constituents be obtained from the subsoil or under-clay that underlies the soil? Because, if so, this is undoubtedly the most accessible and cheapest source whence they can be restored to the soil.

The following analysis of the immediate subsoil

(a) and the under-clay (b) give the answer to this question:

	a.	b.
Organic and volatile matter.....	2.844	3.112
Alumina, oxide of iron, and manganese.....	6.235	17.020
Magnesia.....	.356	.190
Carbonate of lime.....	.226	.099
Phosphoric acid.....	.082	.088
Sulphuric acid.....	.181	.197
Potash.....	.028	.111
Soda.....	.89.900	77.434
Sand and insoluble silicates.....	.049	.881
Loss.....		

Total.....100.000 100.000

The conclusion, from the preceding analysis is, that they can be supplied to a limited extent by the immediate subsoil; but in much greater abundance by the red, ferruginous, under-clay which is found universally a few feet under the soil of this part of Jefferson county. This under-clay is not only rich in alumina and peroxide of iron, uncontaminated with organic matter, but it also contains a remarkable power of absorbing ammonia from the atmosphere and yielding it by degrees to plants, besides retaining thereto contributing; but he who has closely watched the rapid strides of discovery in chemistry in the last quarter of a century cannot fail to have most implicit confidence in this noble science.

Already upwards of 150 soils have been collected in Kentucky since the commencement of the Geological Survey of the State; a large proportion of these have been selected in sets of three and four from the locality, as has been done in Jefferson county, and are now in rapid progress of analysis, many of which will appear in the forthcoming second volume at the close of this season.

I may also state, in this place, that so far as these chemical analyses have yet been carried they have, in every instance, been able to show not only the difference of the composition of the soils from the various formations, but also the precise ingredients removed by cultivation as well as the proportion of these.

I am not aware that such an extensive, comparative investigation of soils, on the same plan, has ever been undertaken; and I shall be greatly disappointed if there does not result therefrom most important practical results to the landowners of this Commonwealth.

I cannot close this communication without calling the attention of the citizens of Kentucky to facts in reference to the general comparative fertility of their soil, that should cause every settler to pause and reflect before he lightly decides to leave his native State and seek a new home further West.

For the sake of comparison, Dr. Peter has made an analysis of an Illinois prairie soil, collected by him in October, 1855, opposite Keokuk, a few miles back from the Mississippi river, just from under the newly upturned original prairie soil, which I here submit:

Organic and volatile matters.....	9.050
Alumina.....	2.405
Oxide of iron.....	2.350
Carbonate of lime.....	.890
Magnesia.....	.526
Phosphoric acid.....	.175
Sulphuric acid, not estimated.....	.197
Potash.....	.100
Soda.....	.100
Sand and insoluble silicates.....	84.470

100.163

In communicating the result of this analysis, Dr. Peter remarks, with great justice:

"Notwithstanding the luxuriance of the growth of the first crops on the prairie soil, occasioned partly by the large amount of available nourishing matter afforded by the decay of the thick soil, it is evident, from the above analysis, that, taking into consideration durability as well as immediate fertility, as ascertained by the chemical analysis of the soil itself, apart from the soil, there are many of our Kentucky soils which take the second rank, when compared with those of the blue-grass region, which yet are fully equal to this prairie soil."

Compared with the first-rate soils of Kentucky, that of the prairies contains a much smaller proportion of alumina and oxide of iron, as well as lime, magnesia, phosphoric acid, and alkalies. It contains a much larger proportion of fine sand and doubtless a larger proportion of the coarser sand, than our best soils; and, therefore, while its large quantity of organic matters is held in the soil with a small force of attraction, because of the large proportion which the sand and silica bears to the alumina and oxide of iron; and hence they are readily washed through the soil, and are not available in the production of luxuriant crops; these very circumstances will cause its more speedy exhaustion; and, when the accumulated store of organic matter has been consumed by a thriftless husbandry, this soil cannot rank beyond a second rate position.

By a comparison of the constituents of this Illinois prairie soil with the average soils of Kentucky; for example with (a) of the following table, which is an upland soil of Franklin county, waters of Benson, near Harbenville, and (b) a sub-carboniferous soil of the Barren limestone formation, Barren county, we perceive that these Kentucky soils are as a whole in no ways inferior:

	a.	b.
Organic and volatile matter.....	9.133	5.300
Alumina only in (b); alumina including oxide of iron and manganese (a).....	8.100	2.460
Oxide of iron.....	.316	.396
Carbonate of magnesia (a); magnesia alone in (b).....	.517	.305
Magnesia.....	.224	.200
Phosphoric acid.....	.343	.159
Sulphuric acid.....	.068	.197
Potash.....	.173	.100
Soda.....	.049	.090
Sand and insoluble silicates.....	80.754	87.666
Loss in (a); loss and sulph. acid in (b).....	.647	.197

100.000 100.000

The Franklin county soil is even rather richer in organic and volatile matter; both are richer in argillaceous matter; the Franklin county soil is considerably richer in phosphoric acid and the Barren county soil is almost equal to it and contains the same amount of alkalies.

If we compare the Illinois soil with the best Kentucky soils we find that there would require to be added to the Illinois soil, for each acre, to make it equal in the amount of fertilizer for only six inches in depth:

107.236 pounds of ferruginous clay.
20,569 " of limestone.
1,881 " of phosphoric acid, or
3,802 " of unleached ashes.
392 " of soda, or 836 pounds of common salt.

It is true that the Illinois soil contains 1.28 per cent, more organic matter, which would contribute to produce heavy crops for the first few years, but the above inorganic constituents are the true elements of permanent productiveness; and the Illinois soil, with 84.47 per cent. of sand and insoluble silicates, must of necessity be far sooner exhausted than the more retentive argillaceous soil of the blue grass regions of central Kentucky.

The rich black, fat silicious prairie soils of the West are indeed wonderfully productive at first for the reason above stated; but they never can have that permanent productiveness of the best argillaceous soils of Kentucky, cultivated with any degree of judgment.

It is not, then, that the Kentucky farmer, without due consideration, leave the home of his nativity in the hopes of finding in the far West land more productive than his own; let him rather seek to gain an in-

sight into the qualities of his soil and adopt a frugal method of husbanding the strength of his new land and renovating the consumed ingredients of his old. D. D. OWEN, State Ge